
CITY OF BRISBANE

GENERAL PLAN AMENDMENT GPA-1-91

ADOPTED BY THE BRISBANE CITY COUNCIL
MAY 13, 1991

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RESOLUTION NO. 91-39

RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF BRISBANE
ADOPTING AN AMENDMENT TO THE
GENERAL PLAN FOR THE FUTURE DEVELOPMENT
OF THE CITY OF BRISBANE

WHEREAS, the City of Brisbane recognizes the need for a General Plan by which to guide the future growth of the City; and

WHEREAS, Section 65300 of the Government Code of the State of California requires the preparation and adoption of a general plan for the physical development of the City and its environs; and

WHEREAS, Section 65358 of the Government Code recognizes the need to amend a general plan from time to time to reflect changing circumstances and address the public interest; and

WHEREAS, the City of Brisbane adopted a General Plan on January 28, 1980; and

WHEREAS, that General Plan established subareas of the City and provided land use designations and policies for the development of said subareas; and

WHEREAS, properties to the east of Bayshore Boulevard were placed in subareas and given Industrial land-use designations; and

WHEREAS, in 1991 42% of the developed lands within the City are devoted to industrial uses; and

WHEREAS, it is now preferable to guide the development of the lands east of Bayshore Boulevard towards other uses; and

WHEREAS, the City of Brisbane initiated Amendment GPA-1-91 to the General Plan to revise the subarea boundaries for these lands and establish new land use designations and policies for development; and

WHEREAS, The City Planning Commission of the City of Brisbane on April 30, 1991 held a public hearing on the proposed Amendment to the General Plan; and

WHEREAS, following due discussion and deliberation of the documents prepared by the City and the comments, suggestions and objections submitted by interested persons and agencies, the Planning Commission recommended approval of the Negative Declaration, adoption of Amendment GPA-1-91 to the City Council; and

WHEREAS, the City Council held a public hearing on the proposed Amendment and Negative Declaration on May 13, 1991; and

WHEREAS, after due discussion and deliberation of the proposed Negative Declaration and General Plan Amendment, the recommendation of the Planning Commission, and the comments, suggestions and objections elicited at said public hearing, this Council made the following findings:

THE HISTORY OF THE

REIGN OF KING CHARLES THE FIRST

BY SAMUEL JOHNSON

IN TEN VOLUMES

LONDON: Printed by A. MILLAR, in Pall-mall.

MDCCLXXII.

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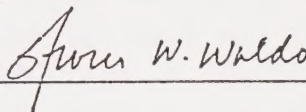
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1. That the Council has reviewed and considered the Initial Study and the Negative Declaration, and has found that these have been completed in conformance with CEQA and State Guidelines;
2. That the public welfare and necessity are served by removing the Industrial designations from the lands subject to the Amendment and providing opportunity for Heavy Commercial and Commercial Mixed Uses;
3. That the requirements for public review and comment on the Amendment and environmental documents have been met.

NOW, THEREFORE, BE IT RESOLVED by the Brisbane City Council that the Initial Study of the effect on the environment of the proposed Amendment has resulted in a determination that there will be no significant effect on the environment and that the Negative Declaration is approved and certified as being complete and accurate.

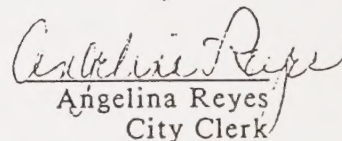
BE IT FURTHER RESOLVED that Amendment GPA-1-91 is hereby adopted, amending the 1980 General Plan.



STEVEN W. WALDO
Mayor

I hereby certify that the foregoing Resolution No. 91-39 was duly and regularly adopted at a regular meeting of the Brisbane City Council on May 13, 1991 by the following vote:

AYES: Councilmembers Johnson, Kerwin, Miller, Panza, Mayor Waldo
NOES: Councilmembers None
ABSENT Councilmembers None



Angelina Reyes
City Clerk

THE UNIVERSITY OF CHICAGO
DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY

REPORT OF THE
COMMISSION ON THE
STRUCTURE OF THE
ATOMIC NUCLEUS

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DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY

GENERAL PLAN AMENDMENT GPA-1-91

SUMMARY:

- A. The boundaries of the Baylands subarea are modified and the newly configured subarea is designated for Commercial Mixed-Uses. Intensities are established which are no greater than permitted under the existing Industrial land use designation. Policies for development are established. A specific plan and environmental review are required prior to any development or redevelopment of the area.
- B. The Candlestick Cove subarea is established and designated for Heavy Commercial uses. Intensities are established which are no greater than permitted under the existing Industrial land use designation. Policies for development are established. A specific plan and environmental review are required prior to any significant development or redevelopment of the area.
- C. The Sierra Point subarea is established. The existing General Plan designations densities/intensities and policies for the area continue to apply.
- D. The Mount San Bruno Business Park is added to the Central Brisbane subarea.

THE HISTORY OF THE UNITED STATES

1776-1789

The first part of the history of the United States is the period from 1776 to 1789. This period is known as the Revolutionary War. It was a time of great struggle and sacrifice for the American people. The war was fought between the British and the American colonies. The colonies won the war and became an independent nation. This was a great achievement for the American people. The war was fought for the principle of liberty. The American people wanted to be free from British rule. They fought for their rights and won. This was a great victory for the American people. The war was a turning point in the history of the United States. It was a time when the American people showed their courage and determination. They fought for their freedom and won. This was a great achievement for the American people. The war was a time of great struggle and sacrifice. The American people fought for their rights and won. This was a great victory for the American people. The war was a turning point in the history of the United States. It was a time when the American people showed their courage and determination. They fought for their freedom and won. This was a great achievement for the American people.

The second part of the history of the United States is the period from 1789 to 1800. This period is known as the Federalist era. It was a time of great struggle and sacrifice for the American people. The war was fought between the British and the American colonies. The colonies won the war and became an independent nation. This was a great achievement for the American people. The war was fought for the principle of liberty. The American people wanted to be free from British rule. They fought for their rights and won. This was a great victory for the American people. The war was a turning point in the history of the United States. It was a time when the American people showed their courage and determination. They fought for their freedom and won. This was a great achievement for the American people. The war was a time of great struggle and sacrifice. The American people fought for their rights and won. This was a great victory for the American people. The war was a turning point in the history of the United States. It was a time when the American people showed their courage and determination. They fought for their freedom and won. This was a great achievement for the American people.

The third part of the history of the United States is the period from 1800 to 1820. This period is known as the Jeffersonian era. It was a time of great struggle and sacrifice for the American people. The war was fought between the British and the American colonies. The colonies won the war and became an independent nation. This was a great achievement for the American people. The war was fought for the principle of liberty. The American people wanted to be free from British rule. They fought for their rights and won. This was a great victory for the American people. The war was a turning point in the history of the United States. It was a time when the American people showed their courage and determination. They fought for their freedom and won. This was a great achievement for the American people. The war was a time of great struggle and sacrifice. The American people fought for their rights and won. This was a great victory for the American people. The war was a turning point in the history of the United States. It was a time when the American people showed their courage and determination. They fought for their freedom and won. This was a great achievement for the American people.

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GENERAL PLAN AMENDMENTS

SUBAREA BAYLANDS

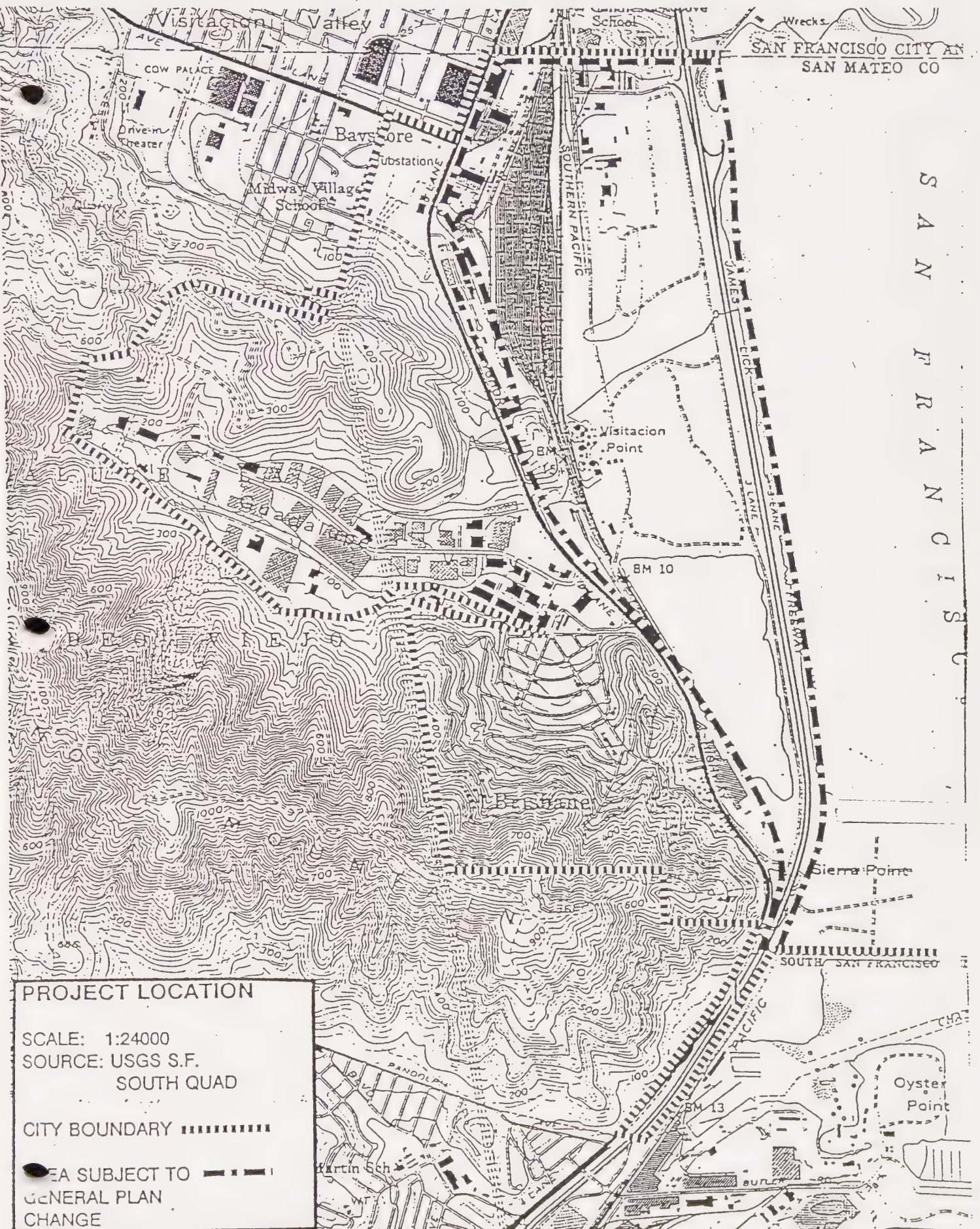
SUBAREA CANDLESTICK COVE

RECEIVED MAY 1 1964

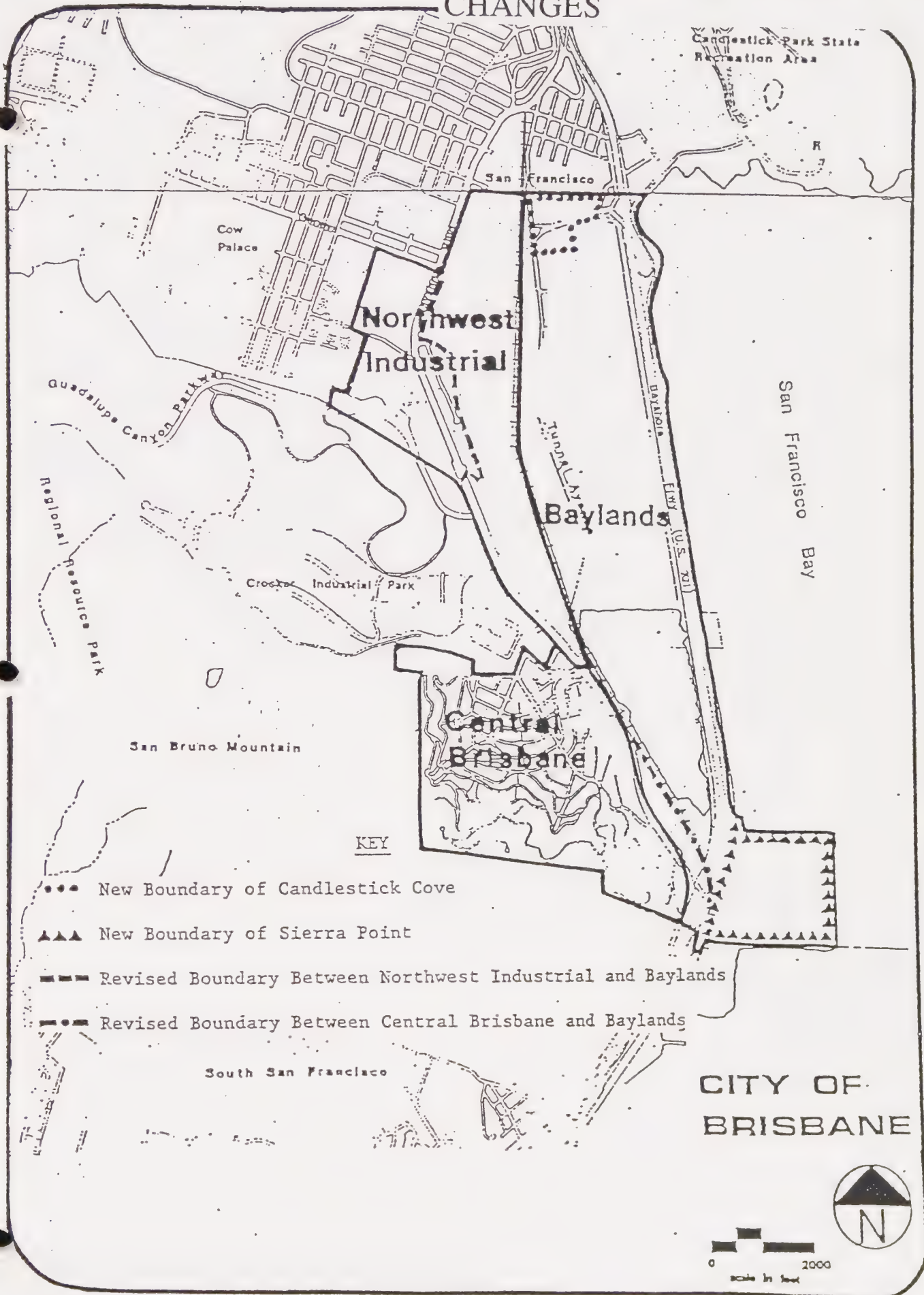
RECEIVED MAY 1 1964

RECEIVED MAY 1 1964

MAP 1. PROJECT LOCATION



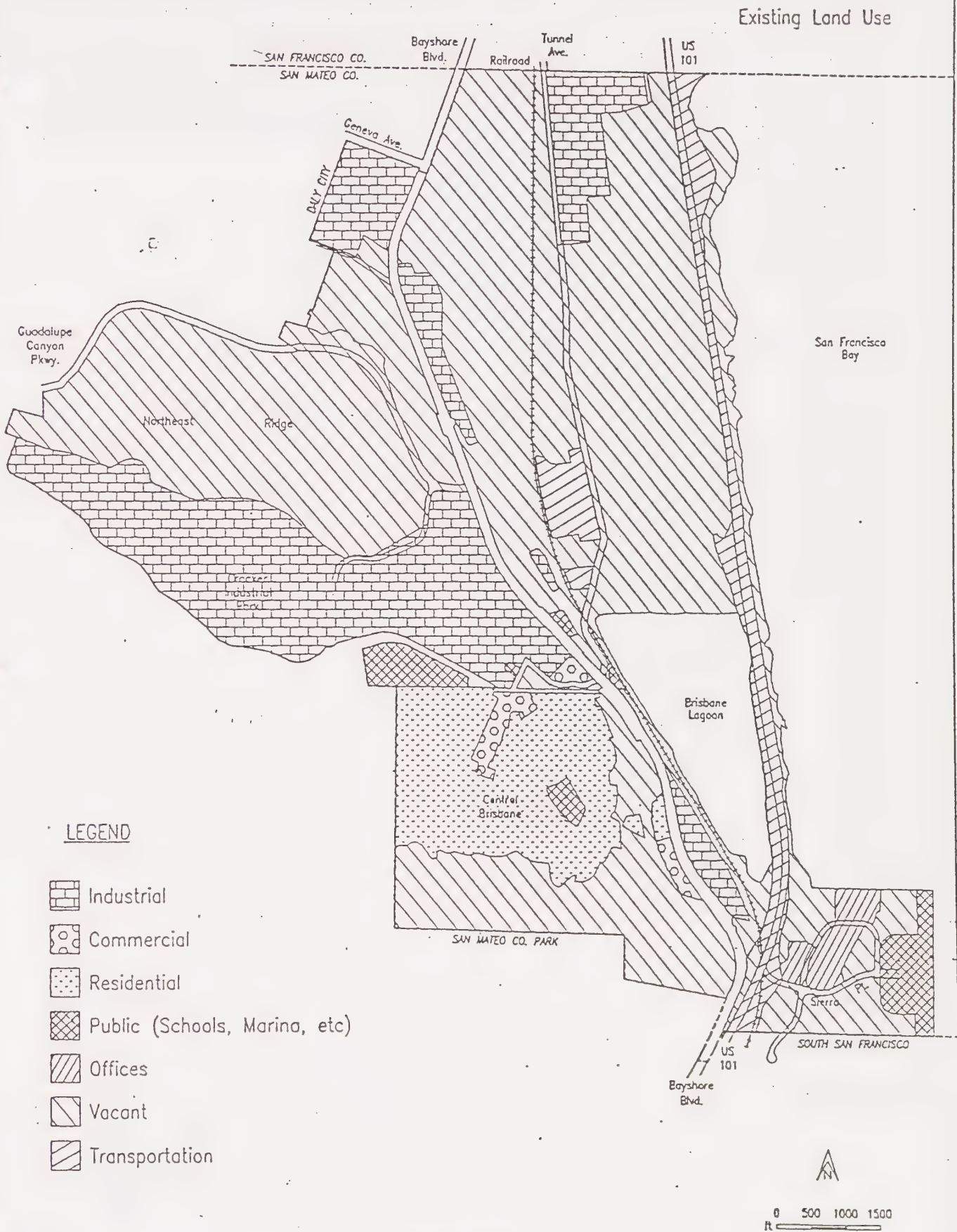
MAP 2. GENERAL PLAN SUBAREA NAME CHANGES



SUBAREAS

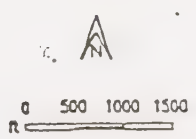
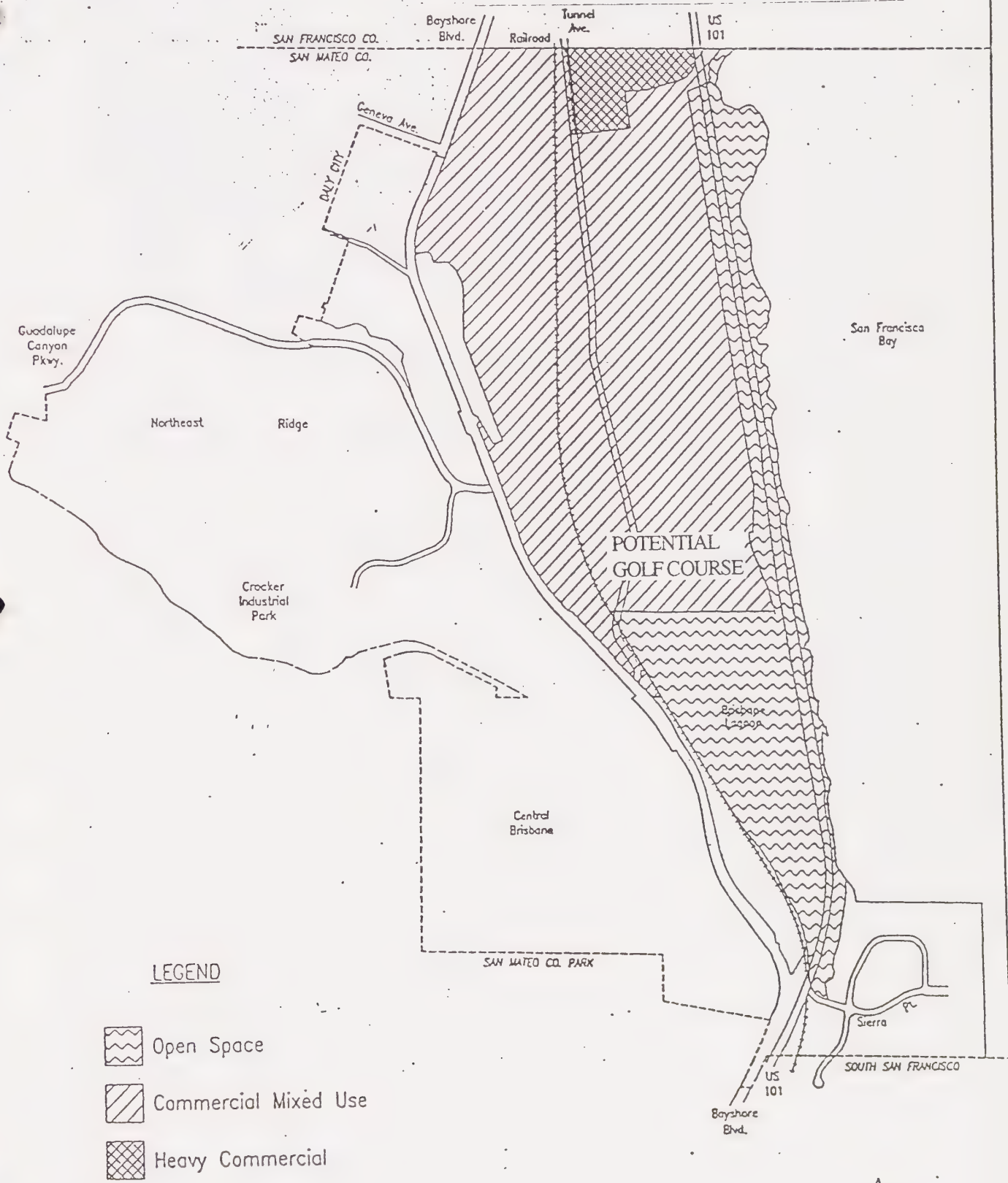
Ironsides & Associates
Planning Consultants

MAP 3. EXISTING LAND USES



Source: Thomas Reid Associates based on Air Photo 11/9/1988, Partially Field Checked 3/4/1991.

MAP 4. GENERAL PLAN AMENDMENT GPA-1-91



SUBAREA BAYLANDS

DESCRIPTION

The subarea described as the Baylands is located in northeastern Brisbane. It is roughly bounded by the northern City limits (exclusive of the Candlestick Cove subarea), San Francisco Bay, the western boundary of the O-A District, Sierra Point Parkway, the Southern Pacific railroad tracks and Bayshore Boulevard (excluding the Brisbane Industrial Park).

Its primary physical features are the flat landfilled areas east of Bayshore Boulevard, Icehouse Hill, and the Brisbane Lagoon. Existing development in the subarea is limited to scattered clusters of buildings at its northern and western boundaries. .

HISTORY

The subarea was originally tidelands, with the exception of Icehouse Hill (historically known as Visitacion Point). Landfilling of the western portion of the subarea reportedly first began with disposal of debris from the 1906 earthquake. Construction of the Brisbane railroad yard soon followed, the roundhouse being one of the few remaining structures of what was once a large complex of railroad maintenance structures. The Machinery and Equipment Company brick warehouse, which was originally the icehouse from which Icehouse Hill takes its name, is another structure that served the railroad.

The eastern portion of the Baylands was used for refuse disposal from circa 1932 to 1967. It is currently being surcharged with clean fill in anticipation of development. The southern portion contains the Brisbane Lagoon, a body of water which accommodates upland drainage and is subject to Bay tidal action.

In 1976 and 1982, Redevelopment Plans were adopted to allow the elimination of economic, social and physical blight in the subarea. The Project Objectives are attached (Appendix B and C).

In 1989, the Southern Pacific Railroad sold the major portion of the subarea to the Tuntex Corporation, Oyster Point Properties. Shortly thereafter, the railroad switching lines were abandoned and removed.

The 1980 General Plan designated the Baylands primarily for industrial uses, with office and commercial uses proposed in a small strip fronting the Bayshore Freeway. This was done to promulgate revenue producing development for the City given the constraints posed by the active Southern Pacific railyard.

Since adoption of the 1980 General Plan, Sierra Point has been established as an office park and Crocker Industrial Park and the Northeast Ridge have been annexed to the City. Of the developed lands in the City in 1991, 42% are given to industrial uses in contrast to only 2% in retail commercial (Table I). With ample industrially-zoned and developed lands within the City and the cessation of the Southern Pacific Railyard, Brisbane is best served by removing the industrial designation and creating a better balance of uses through the buildout of the Baylands.

TABLE I
BRISBANE EXISTING LAND USE

Land Use	Area (acres)	Percent of City area	Percent of Developed area
Residential	163	8	21
Retail Commercial	17	0.8	2
Office Commercial	23	1	3
Industrial	333	16	42
Public Facility	47	2	6
Transportation	204	10	26
Developed Land	787	39	100
Open Water	110	5	-
Vacant	1131	56	-
Total	2028	100	-

DEVELOPMENT SCENARIO

The Baylands may well be the largest single piece of vacant developable property in the San Francisco Bay Area. On the basis of acreage alone, its capacity to contribute to the socio-economic development of the City and the region makes it an area of singular importance.

The subarea includes several natural features. Icehouse Hill provides a graceful transition between the Baylands and San Bruno Mountain. Brisbane Lagoon and adjacent wetlands provide opportunity for recreation and the appreciation of nature. Opportunities exist to establish pedestrian and bicycle corridors linking the Baylands with the Brisbane Marina, Central Brisbane and the natural preserves of San Bruno Mountain.

Opportunities also exist in this subarea to meet the transportation needs of the future and to establish convenient intermodal transportation systems, linking rail and bus and reducing dependence on the automobile. The potential scale of development likewise provides opportunities for creative water and energy conservation systems.

However, the constraints to development in this subarea are also significant. As noted above, a good portion of the area is composed of garbage landfill. The old Southern Pacific lands contain toxic residues of the petroleum products used in the railyards. There is no effective east-west corridor through the property, and utilities, services and basic circulation systems have yet to be developed.

Because of the amount of vacant land, the unique setting, and the development constraints, the Baylands present an unusual opportunity to apply a comprehensive planning strategy to establish a complex and creative mix of uses. That is why the area is given the land use designation **Commercial Mixed-Use**.

To avoid the complications caused by piece-meal development, this General Plan Amendment provides that no development shall proceed in the Baylands without one or more specific plans, prepared in conformance with Sections 65451 and 65452 of the Government Code (Appendix A), approved by the City to guide decision-making and action.

In order to assure that each specific plans reflects the policies and values of the community, a series of statements are set forth in this General Plan Amendment as a guide for the preparation of these specific plans.

DEVELOPMENT STANDARDS

Development standards shall be established in the specific plan(s) to provide a suitable environment for the development of tax revenue-producing commercial enterprise and to encourage the orderly development of the area to establish a mix of uses that support, enhance and otherwise encourage the success of the district. Total development intensity shall not exceed the following levels of impact:

Average Daily Trip Generation	366,000
Water Use	7.54 MGD
Wastewater Generation	7.54 MGD
Stormwater Flow	382 CFS

These impact standards have equal or lesser impacts than those which would have been allowed within the existing M-1 and M-2 industrial land use designations (Table II).

TABLE II
BUILDOUT INTENSITY AT CURRENT ZONING

Zoning	M-1, M-2
Buildout intensity	Industrial Office
	18.8 MSF 18.8 MSF
Trip generation	
Average daily (ADT)	366,000
AM Peak Hour	55,200
PM Peak Hour	49,700
Water Use (GPD)	7.54 GMD
Wastewater Generation (GPD)	7.54 MGD
Stormwater Flow (CFS)	382 CFS

CFS = cubic feet per second
 DU = dwelling units
 GPD = gallons per day
 MGD = million gallons per day
 MSF = million square feet
 rm = rooms
 SF = square feet

Assumptions for Impact Summary:

1. All parcels in M-1 and M-2 zones are 14,000 sf and 20,000 sf minimum respectively; 14,000 sf is used in M-1 zone to meet required minimum yard provisions while still allowing the maximum site coverage and square footage.
2. Each building has a footprint equal to maximum allowable coverage of 8,400 sf in M-1 and 12,000 sf in M-2.
3. Floor to floor heights are 12.5 feet, thus allowing four levels in each building while still remaining under the 50-foot height limit and 2:1 floor area ratio (FAR).
4. Parking is located in front yard or side yard; additional parking, if required by code, will be placed under the building.
5. Deductions from total site area are made for each of the following prior to calculating square footage:

	<u>Square Feet</u>
Caltrain right-of-way	760,000 (17.4 acres)
Standard street allowance	<u>3,484,800</u> (80.0 acres)
	4,244,800 (97.4 acres)

The total area for development is thus:

Total site area	23,086,800 (530 acres)
Less total deductions	<u>4,244,800</u> (97.4 acres)
	18,842,000 (432.6 acres)

6. Based on a 2:1 FAR, every square foot of land yields 2 sf of development in both the M-1 and M-2 zone, as follows: $18,842,000 \text{ sf} \times 2 = 37,684,000 \text{ SF}$.

This total square footage is divided into half office/research and development (R&D) and half light manufacturing, assembling, processing, warehousing, printing.

Trip generation rates: As listed by Institute of Traffic Engineers (ITE), 1988 manual Transportation and Land Development.

Water demand: Per unit water demand for various land uses was estimated using the Los Angeles County Sanitary District 1981 manual "Future Revenue Program of Sanitation District 20", which was shown to be comparable to the water demand estimates in the Brisbane Water Master Plan (1986). The analysis assumes that all irrigation will be with reclaimed water from the San Francisco Southeast treatment plant per proposed General Plan policy for the Baylands subarea.

Retail -- 100 gpd per 1000 sf
 Civic/cultural/recreational -- 350 gpd per 1000 sf
 Residential -- 80 gpd per person, 2.5 persons per unit
 Office -- 200 gpd per 1000 sf
 Industrial -- 200 gpd per 1000 sf

Wastewater flow: Since irrigation is excluded, wastewater flow is assumed to equal water demand for each category.

Stormwater runoff: Estimate used the Rational Method, assuming that the impervious area for office park or light industrial is about 60%. The impervious area for golf course is assumed to be 20%, which reduces the storm runoff from the project scenarios by 16%.

The following uses are potentially appropriate within lands designated Commercial Mixed-Use:

- Retail Sales;
- Offices;
- Residential Uses;
- Bulk Sales;
- Open Space
- Recreational Facilities;
- Statuary;
- Public and Quasi-Public Facilities, Service and Utility Uses;
- Commercial Services;
- Hotels;
- Research and Development;
- Educational Institutions;
- Other uses determined by the City Council to be of essentially the same character as those listed above.

The Commercial Mixed-Use land use classification accommodates a mix of uses by using a variety of planning techniques to create equivalent impacts. These may include a combination of site densities, floor-area ratios, height limits, and open space set-asides. Since a specific plan is a prerequisite to any development, any changes in impacts occasioned by the specific plan must be addressed at the time of adoption of the specific plan.

It is the City's intent that development under the Commercial Mixed-Use designation actually have mixed uses and be primarily non-residential.

The following tables illustrate how various mixed-use scenarios can be developed within the maximum impact standards. Table III illustrates a scenario with hotels, retail commercial uses, offices, research and development facilities and like uses. Table IV adds a residential component.

TABLE III
COMMERCIAL MIXED-USE SCENARIO

Zoning	C-1, C-3
Buildout intensity	<div>Hotel 3,360 rm.</div> <div>Retail/Office/ 22.3 MSF</div> <div>Civic/ R&D 125 acres</div> <div>Golf Course</div>
Trip generation	
Average daily (ADT)	296,768
AM Peak Hour	32,757
PM Peak Hour	39,024
Water Use (GPD)	4.14 GMD
Wastewater Generation (GPD)	4.14 MGD
Stormwater Flow (CFS)	322 CFS

TABLE IV
COMMERCIAL MIXED-USE SCENARIOS WITH RESIDENTIAL COMPONENT

Zoning	C-1, C-3		C-1, C-3	
Buildout intensity	Residential	500 DU	Residential	500 DU
	Hotel	3,360 rm	Hotel	3,360 rm
	Retail/office/civic/ R & D	17.64 MSF	Retail/office/civic R & D	15.46 MSF
	Community Park	5 acres	Community Park	5 acres
	Golf Course	125 acres	Golf course	150 acres*
Trip generation				
Average daily (ADT)		290,700		240,311
AM Peak Hour		31,655		26,110
PM Peak Hour		34,661		29,533
Water Use (GPD)		4.10 MGD		3.88 MGD
Wastewater Generation (GPD)		4.10 MGD		3.88 MGD
Stormwater Flow (CFS)		319.2 CFS		307.2 CFS

* 25 acres added to Golf Course

A comparison of the Tables shows that all scenarios produced a lesser impact than would buildout under the existing industrial designations. Similarly, there would be lesser impact on water use, wastewater generation and stormwater flow under the mixed use pattern. Critical to the analysis is the substantial amount of land devoted to open space uses, a minimum of 125 acres in each scenario.

PROCESS SUMMARY

Flexibility is built into the mixed-use designation. Commitment to specific uses and densities takes place at the adoption of a specific plan. Evaluation of level of impact is done each time a specific plan is adopted. The specific plans are evaluated for consistency with General Plan policies and land use development permits are evaluated against the standards established in the specific plans.

The following policies are set forth to guide the development of specific plans for the Baylands subarea:

POLICIES FOR THE DEVELOPMENT OF SPECIFIC PLANS FOR THE BAYLANDS SUBAREA

1. Meet applicable seismic requirements in all development with special attention to nonengineered fill.
2. Comply with applicable State, Regional and Federal standards for development on contaminated soils.
3. Comply with applicable State, Regional and Federal Standards for development on landfill. Evaluate the underlying assumption on any and all risk analyses to evaluate lands which are either toxic or are considered at high risk for liquefaction.
4. Disclose in a risk assessment analysis all materials to be utilized in Research and Development and the resulting environmental impacts. The City has a concern with and may exclude Research and Development facilities which involve high use or generation of hazardous materials.
5. Include provision for essential services and public safety facilities.
6. Develop grading controls for landfill.
7. Preserve open space easterly of the Caltrans 101 right-of-way as Bay frontage.
8. Work in conjunction with other agencies to develop the Bay Trail between Sierra Point and the Candlestick Recreation Area.
9. Develop public water-related recreation at Brisbane Lagoon, such as non-motorized boating, fishing, jogging trails and related parking facilities.
10. Require offers of dedication of the land beneath the waters of the Lagoon in conjunction with adjacent development.

11. Develop a public pathway and access facilities immediately adjacent to the Lagoon
12. Designate the water areas of the Lagoon and adjacent land as flood plain pursuant to State and Federal law.
13. Improve water circulation and water quality in the Lagoon .
14. Establish a buffer zone between the Lagoon and adjacent uses.
15. Plan for improvements to the Lagoon including landscape improvements and screening of the industrial structures adjacent to Bayshore Boulevard.
16. Investigate the possibility of dredging the Lagoon to improve water quality without adversely impacting waterfowl and fish.
17. Incorporate an adaptive reuse of the Roundhouse, and other structures which are identified as having historic, cultural, and unique architectural value.
18. Develop a bicycle network to connect the Baylands to Central Brisbane, Sierra Point and Candlestick Park, and work with other agencies to promote interconnection with regional bicycle systems.
19. Connect all development within the Baylands with a bicycle network.
20. Include open space as well as recreational facilities, such as an 18-hole golf course or passive parkland.
21. Retain at least 125 acres for a possible golf course, preferably in the general area designated in the 1980 General Plan.
22. Identify wildlife habitats and water courses and develop programs to retain and/or enhance their natural features and habitat values. Creek rehabilitation will be encouraged.
23. Give aesthetic consideration to views of San Bruno Mountain and the Bay in the design of development.

24. Include the upgrade or replacement of Tunnel Avenue and its Overpass or other alternative in the circulation plan for the Baylands.
25. Include a provision for a safety buffer and the visual screening of the Tank Farm.
26. Enhance the natural landform and biotic values of Icehouse Hill and preserve its ability to visually screen the tank farm..
27. Develop Geneva Avenue extension from Bayshore Boulevard to the Bayshore Freeway.
28. Consider an east-west extension of Guadalupe Canyon Road.
29. Utilize procedures and construction standards to reduce noise impacts.
30. Maximize energy conservation in site planning and building design.
31. Install dual irrigation systems for both potable and non-potable water for extensive landscape irrigation.
32. Develop a pedestrian system to reach all portions of the subarea, Central Brisbane, Sierra Point and Crocker Industrial Park.
33. Include street standards in specific plans for the subarea.
34. Mitigate traffic impacts by implementing the measures adopted by the City in Transportation System Management, Transportation Demand Management and Congestion Management Plans.
35. Locate a new train station, upgrade the existing station and provide the opportunity for intermodal mass transit facilities.
36. Support County and regional efforts to maintain and improve water quality in San Francisco Bay.

37. Adopt one or more specific plans and accompanying environmental reviews prior to any development or redevelopment of the subarea.
38. Demonstrate in any specific plan for less than the entire Baylands subarea, the major circulation, open space and utilities for the remainder of the property.
39. Dedicate land area for open space and recreational uses or provide in-lieu fees in conjunction with development.
40. Incorporate new construction standards for water efficiency.
41. Require water conserving landscape, including the use of non-potable water.
42. Investigate financial incentives to promote water conservation.

The following policies pertain to the development of housing in the Baylands if the use is deemed appropriate and consistent with Council policy.

43. Provide risk assessment analysis identifying toxic contamination, landfill limitations and other related factors and resultant environmental impacts in order to address, mitigate and disclose the characteristics of the land and its suitability for safe housing development.
44. Consider methods for maintaining and enhancing the social cohesion between the residential community in central Brisbane and new residents in the Baylands. Methods may include pedestrian, bicycle and vehicular connections recreational uses, and educational facilities.
45. Include a phasing schedule for development to limit the adverse impacts of too rapid growth.
46. Include a mix of housing types and prices and promote affordable housing opportunities.
47. Reflect the character of the existing Brisbane community in new development.

48. Buffer housing development from the heavy commercial uses in the Candlestick Cove subarea.

Article 8. Specific Plans

*(Article 8 [commencing with Section 65450] repealed and added by Stats. 1984, Ch. 1009.)***Preparation of
specific plan**

65450. After the legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall, prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan.

*(Repealed and added by Stats. 1984, Ch. 1009.)**(Section 65450.1 repealed by Stats. 1984, Ch. 1009.)***Content of specific
plan**

65451. (a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

(b) The specific plan shall include a statement of the relationship of the specific plan to the general plan.

*(Repealed and added by Stats. 1984, Ch. 1009; Amended by Stats. 1985, Ch. 1199.)***Optional subjects**

65452. The specific plan may address any other subjects which in the judgment of the planning agency are necessary or desirable for implementation of the general plan.

*(Repealed and added by Stats. 1984, Ch. 1009.)***Adoption/amendment
procedure**

65453. (a) A specific plan shall be prepared, adopted, and amended in the same manner as a general plan, except that a specific plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body.

(b) A specific plan may be repealed in the same manner as it is required to be amended.

*(Repealed and added by Stats. 1984, Ch. 1009; Amended by Stats. 1985, Ch. 1199.)***Consistency with
general plan**

65454. No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan.

*(Added by Stats. 1984, Ch. 1009.)***Zoning, tentative
map, parcel map, and
public works project
consistency with
specific plan**

65455. No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan.

*(Added by Stats. 1984, Ch. 1009.)***Fees and charges**

65456. (a) The legislative body, after adopting a specific plan, may impose a specific plan fee upon persons seeking governmental approvals which are required to be consistent with the specific plan. The fees shall be established so that, in the aggregate, they defray but as estimated do not exceed, the cost of preparation, adoption, and administration of the specific plan, including costs incurred pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code. As nearly as can be estimated, the fee charged shall be a prorated amount in accordance with the applicant's relative benefit derived from the specific plan. It is the intent of the Legislature in providing for such fees to charge persons who benefit from specific plans for the costs of developing those specific plans which result in savings to them by reducing the cost of documenting environmental consequences and advocating changed land uses which may be authorized pursuant to the specific plan.

(b) Notwithstanding Section *** 60016, a city or county may require a person who requests adoption, amendment, or repeal of a specific plan to deposit with the planning agency an amount equal to the estimated cost of preparing the plan, amendment, or repeal prior to its preparation by the planning agency.

(c) Copies of the documents adopting or amending the specific plan, including the diagrams and

text, shall be made available to local agencies and shall be made available to the general public as follows:

(1) Within one working day following the date of adoption, the clerk of the legislative body shall make the documents adopting or amending the plan, including the diagrams and text, available to the public for inspection.

(2) Within two working days after receipt of a request for a copy of the documents adopting or amending the plan, including the diagrams and text, accompanied by payment for the reasonable cost of copying, the clerk shall furnish the requested copy to the person making the request.

(d) A city or county may charge a fee for a copy of a specific plan or amendments to a specific plan in an amount that is reasonably related to the cost of providing that document.

(Added by Stats. 1984, Ch. 1009; Amended by Stats. 1985, Ch. 338 and Ch. 1199; Amended by Stats. 1990, Ch. 1572.)

65457. (a) Any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980, is exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code. However, if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental environmental impact report for the specific plan is prepared and certified in accordance with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code. After a supplemental environmental impact report is certified, the exemption specified in this subdivision applies to projects undertaken pursuant to the specific plan.

CEQA exemption

(b) An action or proceeding alleging that a public agency has approved a project pursuant to a specific plan without having previously certified a supplemental environmental impact report for the specific plan, where required by subdivision (a), shall be commenced within 30 days of the public agency's decision to carry out or approve the project.

(c) This section does not supersede but provides an alternative procedure to Section 21080.7 of the Public Resources Code.

(Added by Stats. 1984, Ch. 1009.)

(Article 9. [commencing with Section 65500] repealed by Stats. 1984, Ch. 1009.)

(Article 10. [commencing with Section 65500] repealed by Stats. 1984, Ch. 1009.)

Article 10.5. Open-Space Lands

65560. (a) "Local open-space plan" is the open-space element of a county or city general plan adopted by the board or council, either as the local open-space plan or as the interim local open-space plan adopted pursuant to Section 65563.

Definitions

(b) "Open-space land" is any parcel or area of land or water which is essentially unimproved and devoted to an open-space use as defined in this section, and which is designated on a local, regional or state open-space plan as any of the following:

(1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

(2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

(3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

(4) Open space for public health and safety, including, but not limited to, areas which require

APPENDIX B
PROJECT AREA #1
DECEMBER 6, 1976

IV. REDEVELOPMENT OBJECTIVES

The Brisbane Community Redevelopment Project Area Number One includes the entire bay frontage of the city of Brisbane, including that area adjacent to the freeway and the Sierra Point landfilled site; the Brisbane lagoon; and the southern portion of the Southern Pacific landfill located north of the Brisbane lagoon. This area is now characterized by a variety of conditions that adversely affect the economic functioning and improvement of the area, the well-being of the city, and the overall image of Brisbane. These conditions include multiple owner-ships, and underwater subdivision of unusable lots, vacant and under-utilized land, inadequate vehicular and pedestrian access, unavailability of public utilities, geologic impediments, lack of public access to the bay, physical unattractiveness, and declining tax revenues (see chart on following pages).

In accordance with the provision of the California Community Redevelopment Law, the main objective of this Redevelopment Plan is to provide an improved, physical, social and economic environment within the city of Brisbane by the elimination of the economic, social and physical blight existing within the project area. Other objectives are to expand employment opportunities for jobless, underemployed and low income persons, and to provide an environment for the social, economic and psychological growth and well-being of all citizens.

To meet these goals, the following specific activities may be undertaken by the Agency:

A. The provision of vehicular and pedestrian access to the project area, including the construction of roads, a freeway interchange, and pedestrian and bicycle paths. An integrated approach to transportation including the provision of a ferry terminal, train depot and heliport, in addition to the road network for vehicular access and the trail system for pedestrians and bicycles.

B. Construction of public utilities so as to provide their availability to the Project Area.

C. Beautification and enhancement of the Project Area to create an improved visual environment and to promote comfort, convenience, safety, and visual unity in the Project Area through the provision of landscaping, well designed roads, construction of carefully controlled and

architecturally meritorious structures and development of public plazas, walkways and open spaces.

D. Creation of off-street parking facilities.

E. Development of a wide variety of recreational uses, including public access to the bay in the form of a fisherman's park, a public park, trails and paths for pedestrians and bicycles, a publicly owned marina, convention facilities, swimming, fishing and non-motorized boating in the Brisbane lagoon, and a golf course.

F. Provision of public facilities which will be needed to support the Project Area, which public facilities may include any building, facility, structure or other improvement reasonably required to provide recreational facilities, open space, utilities, a public services complex containing a fire station and possibly police offices and other public services, harbor master and other structures accessory to the marina, and other reasonably required public buildings, facilities, structures or improvements.

G. Provision of expanded employment opportunities during the construction phase and on an on-going basis in the recreational, commercial, and public facilities to be provided in the Project Area.

H. In the course of carrying out any of the foregoing activities, the agency may acquire property and install and construct any building, facility, structure, or other improvement identified above or reasonably required to carry out the activities set forth in the paragraphs above, so long as such acquisition, installation or construction is in accordance with the Community Redevelopment Law.

V. REDEVELOPMENT TECHNIQUES TO ACHIEVE PLAN OBJECTIVES

A. General

The Agency, in accordance with and pursuant to applicable state and local laws, proposes to strive for economic, social and physical revitalization and beautification within the Project Area by:

1. Providing open space, including streets and other public grounds and space around buildings, park areas, a fisherman's park, water recreational facilities, and a golf course.

APPENDIX C
PROJECT AREA #2
JUNE 14, 1982

to a point on the northerly line of Guadalupe Canal as said canal is shown on the aforesaid Map No. 1 of Salt Marsh and Tide Lands situate in the County of San Mateo, State of California; thence along last said line S $89^{\circ} 50' 59''$ E 740 feet, more or less, to the westerly line of a proposed 80 foot wide street known as Tunnel Avenue extension; thence along last said line N $13^{\circ} 44' 35''$ E 80.00 feet; thence leaving last said line S $76^{\circ} 15' 25''$ E 80.00 feet to a point on the easterly line of said Tunnel Avenue; thence along last said line the following courses: N $13^{\circ} 44' 35''$ E 747.00 feet, tangent to the preceeding course along the arc of a curve to the left having a radius of 550 feet and a central angle of $28^{\circ} 06' 26''$, an arc distance of 269.81 feet and tangent to the preceding curve N $14^{\circ} 21' 51''$ W 2, 430 feet, more or less, to the intersection thereof with the northerly line of Tide Lot 27 in Section 3, Township 3 South, Range 5 West, Mount Diablo Meridian, as said Tide Lot is shown on the aforesaid Map No. 1 of Salt Marsh and Tide Lands situate in San Mateo County, State of California; thence along the northerly line of Tide Lots 27, 28, 29 and 30 as said Tide Lots are shown on last said map S $89^{\circ} 50' 59''$ E 2, 037.13 feet, more or less, to the POINT OF BEGINNING.

IV. REDEVELOPMENT OBJECTIVES

The Brisbane Community Redevelopment Project Area Number Two is composed of all property between Bayshore Boulevard and the Bayshore Freeway, from the intersection of Tunnel Avenue northward to the city limit; Franciscan Heights and a portion of the PG&E substation; and an area surrounding a short segment of Guadalupe Canyon Parkway which lies within the Brisbane city limits.

In accordance with the provision of the California Community Redevelopment Law, the main objective of this Redevelopment Plan is to provide an improved physical, social and economic environment within the city of Brisbane by the elimination of the economic, social and physical blight existing within the project area. Other objectives are to expand employment opportunities for jobless, underemployed and low income persons, and to provide an environment for the social, economic and psychological growth and well-being of all citizens.

To meet these goals, the following specific activities may be undertaken by the Agency:

A. The provision of vehicular and pedestrian access to the Project Area, including the construction of roads, a freeway interchange, railroad overcrossings, and pedestrian and bicycle paths. An integrated approach to transportation will be taken, including mass transit facilities in addition to the road network for vehicular access and the trail system for pedestrians and bicycles.

B. Construction of public utilities so as to provide their availability to the Project Area.

C. Beautification and enhancement of the Project Area to create an improved visual environment and to promote comfort, convenience, safety and visual unity in the Project Area through the provision of landscaping, well designed roads, construction of carefully controlled and architecturally meritorious structures and development of public plazas, walkways and open spaces.

D. Creation of off-street parking facilities.

E. Provision of public facilities which will be needed to support the Project Area, which public facilities may include any building, facility, structure or other improvement reasonable required to provide recreational facilities, open space, utilities, a public services complex containing a public safety facility and other reasonably required public buildings, facilities, structures or improvements.

F. Provision of expanded employment opportunities during the construction phase and on an on-going basis in the recreational, commercial and public facilities to be provided in the Project Area.

G. In the course of carrying out any of the foregoing activities, the agency may acquire property and install and construct any building, facility, structure, or other improvement identified above or reasonably required to carry out the activities set forth in the paragraphs above, so long as such acquisition, installation or construction is in accordance with the Community Redevelopment Law.

H. Provision of increased and improved supply of housing available at an affordable cost to persons and families of very low, low and moderate income.

V. REDEVELOPMENT TECHNIQUES TO ACHIEVE PLAN OBJECTIVES

A. General

The Agency, in accordance with and pursuant to applicable state and local laws, proposes to strive for economic, social and physical revitalization and beautification within the Project Area by:

1. Providing open space, including streets, public grounds and space around buildings and park areas.
2. The provision of public buildings, structures and improvements, and improvements of public grounds.
3. Acquisition of real property and/or rights to use real property.
4. Provision of road access and utilities which are not now available to major portions of the Project Area.
5. Site preparation, installation and construction of streets, sidewalks, parking facilities, utilities, landscaping and other off-site and on-site improvements.
6. Disposition of property for uses in accordance with this Plan.

B. Public Improvements

The Agency is authorized to install and construct or to cause to be installed and constructed the public improvements and public utilities (within or outside the Project Area) necessary to carry out this Plan. Such public improvements include, but are not limited to, over or underpasses, bridges, streets, curbs, gutters, sidewalks, street lights, sewers, storm drains, traffic signals, electrical distribution systems, natural gas distribution

SUBAREA CANDLESTICK COVE

DESCRIPTION

The subarea described as Candlestick Cove is located at the northern edge of the City. It is bounded by the northern City limits; Harney Way; the Bayshore Freeway, the southern property lines of Parcel 1, San Mateo County Parcel Maps Vol. 39, Page 49; and the western edge of the Tunnel Avenue right-of-way.

Its primary physical features are a complex of buildings and parking/storage areas used by Norcal Waste Systems, Inc. for waste management and immediately adjacent buildings which are under various ownerships and uses. Services to the subarea are not properly coordinated, in that utilities from the City of Brisbane do not fully extend to this subarea and access from San Francisco is not improved to City standards or under City ownership.

HISTORY

The subarea was the southwestern shore of the jut of land which terminated in the Bay at Candlestick Point. Sanitary landfill operations filled the adjacent tidelands with refuse from the City of San Francisco, beginning in 1932. The first buildings in the subarea were constructed in the Thirties and Forties by the corporate ancestors of the current major occupant of the subarea, Norcal Waste Systems Inc. Sanitary Fill Company, the disposal arm of the Norcal Corporation, receives, processes and recycles or transfers for landfill disposal, over one million tons of waste a year from its facilities on Tunnel Avenue in San Francisco, directly adjacent to the Candlestick Cove subarea. Plans are currently being developed to modernize the facility to increase the percentage of materials that can be recovered from incoming waste.

In 1982 a Redevelopment Plan was adopted to allow the elimination of economic, social and physical blight in the subarea. The Project Objectives are attached (Appendix C).

DEVELOPMENT SCENARIO

Because of the historical patterns of development, the need for improved services to the subarea, the current planning efforts by Norcal and the development pressures that will affect the subarea in forthcoming years, it is in the interests of the property owners, the

City of San Francisco and the City of Brisbane to plan for future development in a comprehensive manner, giving special attention to the potential conflicts between land uses within the subarea and those on adjacent properties, especially with the mix of commercial, residential, recreational and service uses which may be proposed by owners of property within the adjacent Baylands subarea.

The purpose of the Heavy Commercial land use designation for Candlestick Cove is to establish an area that both meets the needs of heavy commercial businesses for large land areas for the maintenance and storage of equipment and materials, and provides an attractive and effective buffer between the activities in San Francisco and the development likely to be concentrated on the Baylands. Without the buffering function, the odor, noise, visual intrusion and traffic impacts of the Norcal operations would impede the proper diversity of development of the Baylands.

In order to achieve these purposes, it is necessary to establish a comprehensive framework for the development of the Candlestick Cove subarea rather than permit uses and structures to be established on a piecemeal basis. Therefore this General Plan Amendment in conjunction with the Redevelopment Plan provides that no significant development may proceed in this subarea without a specific plan, prepared in conformance with Sections 65451 and 65452 of the Government Code, approved by the City to guide decision-making and action. Further, the specific plan shall be prepared in conformance with the policy basis set forth in this document.

DEVELOPMENT STANDARDS

Development and design standards shall be established in the specific plan. Total square footage of structures shall not exceed 207,600 square feet, the amount currently developed under the existing land use designation.

The following uses are appropriate within lands designated as Heavy Commercial:

- Bulk Sales;
- Offices;
- Meeting Halls;
- Vehicle and Equipment Maintenance and Storage;
- Outside Storage of Vehicles and Equipment.

PROCESS SUMMARY

Commitment to specific uses and development standards will take place at the adoption of the specific plan. Evaluation of impact will take place when the specific plan is adopted. The specific plan will be evaluated for consistency with General Plan policies, and land use development permits will be evaluated against the development and design standards established in the specific plan.

The following policies are set forth to guide the development of the specific plan for the Candlestick Cove subarea:

POLICIES FOR THE DEVELOPMENT OF THE SPECIFIC PLAN FOR THE CANDLESTICK COVE SUBAREA

1. Development in this subarea shall have as its primary purpose the accommodation of heavy commercial uses that need large areas of land to accommodate goods and equipment and may involve outdoor storage of goods and equipment.
2. Development of this subarea shall be designed to act as a buffer between the impacts of the industrial uses on adjacent properties in San Francisco and the commercial mixed-uses of the Baylands.
3. A specific plan and accompanying environmental review shall be prepared and adopted prior to any significant development or redevelopment of the area.
4. The specific plan for this area shall address the extension of Geneva Avenue to the Bayshore Freeway.
5. Mitigate traffic impacts by implementing the measures adopted by the City in Transportation System Management,

Transportation Demand Management and Congestion
Management Plans.

6. Development and/or redevelopment in this subarea shall include provisions for essential services and adequate public safety facilities.
7. All development shall meet applicable seismic requirements.
8. Grading controls on landfill shall be developed .
9. Development shall utilize necessary means to reduce noise impacts.
10. Development on landfill shall comply with applicable State, regional and Federal standards.
11. A specific plan shall include street standards for the subarea.
12. Outdoor storage of goods and equipment shall be screened by appropriate fencing and/or landscape materials.
13. The specific plan shall include programs for odor and litter reduction.
14. An Agreement between the Brisbane Redevelopment Agency and the City and County of San Francisco should be considered in order to coordinate development and the provision of essential services to the subarea and to assure that the Redevelopment Agency's goals and policies for the subarea are acknowledged, respected and attained.
15. There shall be no fabrication, manufacturing, processing or treatment of materials in this subarea other than that which is directly incidental to a permitted or conditional use.

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16. A Development Agreement should be considered between Norcal/.Sanitary Fill and the Brisbane Redevelopment Agency to establish the uses to be permitted or prohibited within the subarea, to adopt a development schedule and to ensure the provision of municipal services.

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